The U.S. Navy's

MILITARY • SEALIFT • COMMAND

HANDBOOK 2008/2009

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Executive Summary

Military Sealift Command (MSC) has responsibility for up to 180 active and reserve noncombatant, civilian-crewed ships that replenish U.S. Navy ships, conduct special missions, strategically preposition combat cargo at sea around the world, and move military equipment and supplies to deployed U.S. forces. In the current wars in Iraq and Afghanistan, more than 90 percent of U.S. combat equipment and logistics supplies have been sent by sea.

MSC's workforce of approximately 9,000 people includes civil service and civilian mariners, active and reserve military personnel, and civil servants working ashore. Together they run a $3 billion force provider organization with operations in all 24 time zones. MSC provides services to Navy, the U.S. Transportation Command, Army, Air Force, Marine Corps, Missile Defense Agency, and other U.S. Government agencies.

In addition to MSC's active ships, the command has access to approximately 50 ships maintained in Reduced Operating Status (ROS) in the Ready Reserve Force (RRF) by the U.S. Department of Transportation's Maritime Administration. MSC also charters commercial vessels as required to meet Government needs. By law and policy, MSC must first look to the U.S.-flagged market to meet its sealift requirements. Government-owned ships are used only when suitable U.S.-flagged commercial ships are unavailable. Finally, during a national emergency, MSC can employ dozens of additional commercial vessels enrolled in the Voluntary Intermodal Sealift Agreement. MSC provides a comprehensive, global capability to provide for national maritime needs worldwide.

This handbook is intended as a quick reference guide for personnel from the Navy and other U.S. Government agencies who need to know the basics of MSC. It is written in brief, simple pieces to aid in rapid use. For more information, consult Appendix A for a list of references. Finally, for errata or comments for future editions, contact MSC in Washington, D.C., at 202-685-5055 or sandra.graham@navy.mil.

History

During World War II, four separate Government agencies controlled sea transportation. In 1949, the Military Sea Transportation Service became the single managing agency for the Department of Defense's ocean transportation needs. The command assumed responsibility for providing sealift and ocean transportation for all military services as well as for other Government agencies.

Only nine months after its creation, MSTS responded to the challenge of the Korean War. On July 6, 1950, only 11 days after the initial invasion of South Korea by communist North Korean troops, MSTS transported the 24th Infantry Division and all of its equipment from Japan to Pusan, South Korea, for duty.

During the Vietnam War, MSTS was renamed MSC and moved nearly 54 million tons of combat equipment and supplies and nearly 8 million tons of fuel to Vietnam between 1965 and 1969. MSC ships also transported troops to Vietnam. The Vietnam era marked the last use of MSC troop ships. Now, U.S. troops are primarily transported to theater by air.

Through the 1970s and 1980s, MSC provided the DOD with ocean transportation in support of U.S. deterrent efforts during the Cold War years.

During the first Persian Gulf War, during both Operation Desert Shield and Operation Desert Storm, MSC distinguished itself as the largest source of defense transportation of any nation involved. MSC ships delivered more than 12 million tons of wheeled and tracked vehicles, helicopters, ammunition, dry cargo, fuel and other supplies and equipment during the war. At the height of the war, MSC managed more than 230 Government-owned and chartered ships.

Since Sept. 11, 2001, MSC ships have played a vital and continuing role in the Global War on Terrorism. As of July 2008, MSC ships had delivered more than 12 billion gallons of fuel and had moved 100 million square feet of combat equipment and supplies to U.S. and coalition forces engaged in operations Enduring Freedom and Iraqi Freedom.

In addition, MSC, the Navy and several non-governmental organizations have treated hundreds of thousands of patients in hospital ship deployments around the globe.

Organization

Headquarters Organization

MSC reports through three distinct and separate chains of command:

- To U.S. Transportation Command for defense transportation matters.
- To U.S. Fleet Forces Command for Navy-unique matters.
- To the Assistant Secretary of the Navy for Research, Development and Acquisition for procurement policy and oversight matters.

MSC headquarters, located in the Washington Navy Yard, in Washington, DC, consists of program managers and functional directorates. All MSC vessels are assigned under one of the four program managers who perform type commander functions for vessels assigned.

The Naval Fleet Auxiliary Force (PM1) manages ships that provide underway replenishment and other direct fleet support to Navy ships worldwide. These ships include oilers, dry cargo/ammunition ships, fast combat support ships, combat stores ships, ammunition ships, fleet ocean tugs, rescue and salvage ships, and hospital ships.

The Special Mission Program (PM2) supports specialized scientific and technical missions for DOD sponsors. Missions include ocean surveillance, oceanographic and hydrographic survey, cable laying, missile telemetry collection, submarine support and navigation test support.

The Prepositioning Program (PM3) provides ships loaded with military stores for forward, at-sea staging around the world. Prepositioning ships carry cargo owned by the U.S. Army, Air Force, Navy, Marine Corps and the Defense Logistics Agency.

The Sealift Program (PM5) provides marine transportation to satisfy DOD sealift requirements. For dry cargo validated by USTRANSCOM and assigned to MSC, PM5 provides breakbulk, container and roll-on/roll-off (RORO), as well as other specialty ships (heavy lift/floflo) from both Government and commercial sources. PM5 also provides Government-owned tankers supplemented by commercial charters for movements of Defense Energy Support Center petroleum requirements.

The Global Command Information Center (GCIC) is staffed 24 hours a day by a GCIC Watch Team, composed of a Battle Watch Captain, a Staff Duty Officer and a Global Command and Control System – Maritime (GCCS-M) Operator.

The GCIC is trained and organized to support COMSC as his operations conduit and information center. The purpose of the GCIC is to provide a focal point for the timely receipt, display and dissemination of current information about MSC's operations worldwide.

Subordinate Commands

Military Sealift Fleet Support Command (MSFSC)

Established in October 2006, Military Sealift Fleet Support Command (MSFSC) is MSC's type commander execution authority for the Naval Fleet Auxiliary Force. MSFSC is responsible for crewing, training, equipping and maintaining Government-owned and Government-operated ships of the MSC fleet. MSFSC is also responsible for afloat IT support to all MSC ships worldwide. To provide direct support to ships and MSC Sealift Logistics Commands, MSFSC maintains Ship Support Units around the world.

Ship Support Units (SSUs)

Responsible to MSFSC for local coordination, Ship Support Units (SSUs) provide engineering, contracting and IT support to ships assigned to MSFSC. SSUs also provide IT support to other MSC ships for Government-owned systems. SSUs also provide in-theater administrative (comptroller, supply and information technology) support to their geographically collocated Sealift Logistics Commands.

Sealift Logistics Commands (SEALOGs)

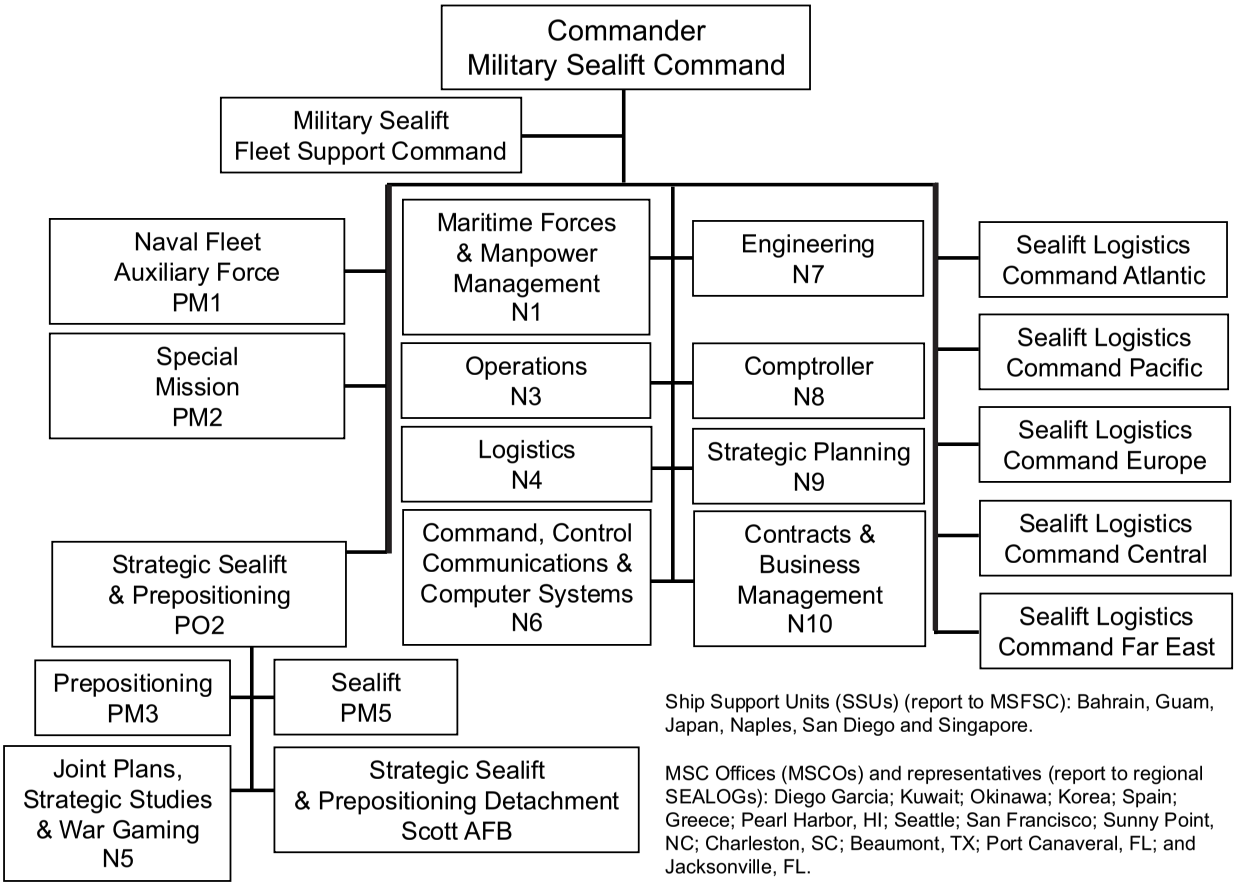
MSC is represented by five geographic Sealift Logistics Commands (SEALOGs). The SEALOGs exercise tactical control of all assigned USTRANSCOM forces and MSC forces not otherwise assigned to the numbered Fleet commanders. The SEALOG staffs are therefore primarily responsible for execution of strategic sealift missions.

However, most SEALOG commodores are dual-hatted; each SEALOG has a formal relationship with its geographically collocated numbered Fleet commander. Under Fleet command authority, the commander may exercise tactical control of MSC ships assigned to the Fleet commander, usually as a task force commander.

MSC Offices (MSCOs)

Located in ports where MSC conducts regular, sustained operations, MSC offices (MSCOs) provide direct support to MSC ships and act as MSC's liaison with local commands. Responsibilities include coordination of logistics, husbanding services and port loading. Assistance to ships may also include coordinating voyage repairs, delivery of mail, bunkering, travel arrangements and administrative support.

Worldwide Organization



Ship Support Units (SSUs) (report to MSFSC): Bahrain, Guam, Japan, Naples, San Diego and Singapore.

MSC Offices (MSCOs) and representatives (report to regional SEALOGs): Diego Garcia; Kuwait; Okinawa; Korea; Spain; Greece; Pearl Harbor, HI; Seattle; San Francisco; Sunny Point, NC; Charleston, SC; Beaumont, TX; Port Canaveral, FL; and Jacksonville, FL.

Contact List

Commander Military Sealift Command HQ:

Name	Title	Comm	DSN
RADM Robert D. Reilly Jr.	Commander	202-685-5001	325-5001
RDML Robert Wray	Dep. Commander	202-685-5001	325-5001
CAPT David Wright	Chief of Staff	202-685-5003	325-5003
Global Command Information Center (GCIC)		202-685-5155	325-5155
Mr. Jim George	PM1 Manager	202-685-5901	325-5901
Mr. Russell Bishop	PM2 Manager	202-685-5206	325-5206
Mr. Christopher Thayer	PM3/PM5 Dir.	202-685-5549	325-5549
Mr. Keith Bauer	PM3 Tech. Dir.	202-685-5039	325-5039
Mr. John Henry	PM5 Tech. Dir.	202-685-6301	325-6301

Military Sealift Fleet Support Command:

Mr. Jack Taylor	Director	757-443-2700	646-2700
Mr. Fred McKenna	Dep. Director	757-443-2702	646-2702
CAPT Al Woods	Chief of Staff	757-443-2703	646-2703

MSFSC Ship Support Units (SSUs):

San Diego, CA		619-524-9689	524-9689
Naples		39-081-568-4141	314-626-4141
Bahrain		973-1785-4953	318-439-4953
Singapore		65-6750-2580	
Japan		81-45-872-6318	315-269-6318
Guam		671-339-5161	315-339-5161

Sealift Logistics Command Atlantic:

CAPT George Galyo	Commodore	757-443-5601	646-5601
Mr. Robert Jackson	Deputy	757-443-5602	646-5602
COMSEALOGLANT Staff Duty Officer		757-443-5758	646-5758

Sealift Logistics Command Pacific:

CAPT David Kiehl	Commodore	619-524-9600	524-9600
Mr. Timothy McCully	Deputy	619-524-9600	524-9600
COMSEALOGPAC Staff Duty Officer		619-572-2969	

Sealift Logistics Command Europe:

CAPT Nicholas H Holman	Commander	39-081-568-4097	314-626-4097
CDR Mark B Hegarty	Chief Staff Officer	39-081-568-4637	314-626-4637
COMSEALOGEUR Staff Duty Officer		39-335-563-9132	314-626-2028

Sealift Logistics Command Far East:

CAPT Jim Romano	Commander	65-6750-2744	315-421-2744
CDR Curtis Lenderman	Chief Staff Officer	65-6750-2730	315-421-2730
COMSEALOGFE Staff Duty Officer		65-9159-9506	315-421-2773

Sealift Logistics Command Central:

CAPT Steve Kelley	Commander	973-1785-3770	318-439-3770
CAPT Joseph Hennessy	Deputy	973-1785-4181	318-439-4181
COMSEALOGCENT Watch Station		973-1785-9479	318-439-9479

Other SEALOG Offices and Representatives:

Beaumont, TX	409-833-0769
Charleston, SC	843-743-0569
Sunny Point, NC	910-457-8210
Port Canaveral, FL	321-853-7818
Jacksonville, FL	904-696-5198
San Francisco, CA	510-337-2900
Pearl Harbor, HI	808-471-1552
Seattle, WA	425-304-4851
Diego Garcia	246-370-4789
Rota Spain	34-95-682-5754
Souda Bay Crete	30-697-833-5594
Korea	82-51-801-3119
Okinawa Japan	81-098-857-8204
Kuwait	619-533-7202

Special Mission Support Office:

Little Creek, VA	757-462-3007

Naval Fleet Auxiliary Force — PM1

The ships of MSC's Naval Fleet Auxiliary Force are the supply lines to U.S. Navy ships at sea. These ships provide virtually everything that Navy ships need, including fuel, food, ordnance, spare parts, mail and other supplies. NFAF ships enable the Navy fleet to remain at sea, on station and combat ready for extended periods of time. NFAF ships also conduct towing, rescue and salvage operations and provide floating medical facilities.

All NFAF ships are Government-owned and Government-operated (GOGO). The crews consist of civil service mariners. Some of the ships also have a small contingent of Navy personnel aboard for operations support, supply co-ordination and helicopter operations.

FY 2007 operating budget: $1.3 billion

Contact Information:

Mr. Jim George	NFAF, Program Manager	202-685-5901
CAPT Chris Kiley	Deputy Program Manager	202-685-5911
Mr. Jack Taylor	Director, MSFSC	757-443-2700
MSFSC Quarterdeck		757-443-2270
MSFSC Staff Duty Officer		757-434-2752

For ship characteristics and listings – see Appendix C

Special Mission — PM2

The Special Mission Program has 22 ships that provide operating platforms and services for a wide variety of U.S. military and other U.S. Government missions. PM2 provides mission support to:

(1) U.S. Fleet Forces Command
(2) The Oceanographer of the Navy
(3) Commander, Undersea Surveillance
(4) The U.S. Air Force
(5) Naval Sea Systems Command
(6) Navy's Strategic Systems Programs Office
(7) Naval Special Warfare Command
(8) Commander, Navy Installations Command
(9) The U.S. Environmental Protection Agency
(10) Commander, Submarine Force

Most special mission ships are Government-owned and operated by civilian mariners who work for private companies under contract to MSC (GOCO). Three ships, USS Emory S. Land, USS Mount Whitney and USNS Zeus, are crewed by MSC civil service mariners.

FY 2007 operating budget: $427 million

Contact Information:

Mr. Rusty Bishop	Program Manager	202-685-5206
Mr. Jim Beliveau	Deputy/Project Officer	202-685-5201
Mr. Dean Demetriou	PM2 Support Office Director	757-462-3007

For ship characteristics and listings – see Appendix C

Prepositioning — PM3

MSC's Prepositioning Program is an essential element in the U.S. military's readiness strategy. Afloat prepositioning strategically places military equipment and supplies onboard ships located in key ocean areas to ensure rapid availability during a major theater war, a humanitarian operation or other contingency.

Most of MSC's prepositioning ships are able to discharge cargo pierside or while anchored offshore by using shallow-draft barges, called lighterage, that are carried aboard. This allows cargo to be ferried to shore in areas where ports are non-existent or in poor condition, and gives the nation's military forces the ability to operate in both developed and undeveloped areas of the world.

MSC's prepositioning ships include:

- Fifteen Maritime Prepositioning ships (MPS) supporting the U.S. Marine Corps;
- Ten Army Prepositioned Stocks ships supporting the U.S. Army; and
- Eight Navy, Defense Logistics Agency and Air Force ships supporting not only those three organizations, but also the U.S. Marine Corps and U.S. Army.

Most MSC prepositioning ships are strategically located in three geographic areas and assigned to one of three Maritime Prepositioning Ship (MPS) squadrons:

- MPS Squadron One: Eastern Atlantic Ocean and Mediterranean Sea;
- MPS Squadron Two: Diego Garcia in the Indian Ocean; and
- MPS Squadron Three: Western Pacific Ocean, in the Guam/Saipan area.

While most active ships in MSC's Prepositioning Program strategically place combat gear at sea, PM3 also manages:

(1) A chartered high-speed vessel that transports Marines, their combat vehicles and their associated gear in and around the Far East;

(2) A chartered offshore petroleum distribution system ship that can deliver fuel from up to eight miles offshore;

(3) HSV Swift provides high-speed services in support of USFF missions.

(4) Two aviation logistics ships that are activated as needed from reduced operating status to provide at-sea maintenance for Marine Corps fixed- and rotary-wing aircraft.

Prepositioning ships include a combination of U.S. Government-owned ships, chartered U.S.-flagged ships and ships activated from the Maritime Administration's Ready Reserve Force. All prepositioning ships are crewed by U.S. civilian mariners who work for ship operating companies under contract to the federal Government.

FY 2007 operating budget: $808 million (both USTRANSCOM and Navy)

Contact Information:

Mr. Chris Thayer	Strategic Sealift/Prepositioning	202-685-5549
Mr. Keith Bauer	PM3 Technical Director	202-685-5039
Mr. Michael Neuhardt	Deputy/Project Officer	202-685-5081

For ship characteristics and listings – see Appendix C

Sealift — PM5

MSC's Sealift Program provides high-quality, efficient and cost-effective ocean transportation for DOD and other federal agencies during peacetime and war. More than 90 percent of U.S. warfighters' equipment and supplies travels by sea. The program manages a mix of Government-owned and long-term-chartered dry cargo ships and tankers, as well as additional short-term or voyage-chartered ships. By law and policy, MSC must first look to the U.S.-flagged market to meet its sealift requirements. Government-owned ships are used only when suitable U.S.-flagged commercial ships are unavailable.

Nearly all peacetime DOD cargo is carried by U.S.-flagged commercial ships. But during wartime or other contingencies, MSC has the flexibility to charter international ships to move cargo as needed.

MSC can expand beyond this commercial capability by activating ships from its Government-owned surge fleet, including RRF ships from MARAD.

MSC's largest Government-owned cargo ships are the large, medium-speed, roll-on/roll-off ships, which are nearly the size of aircraft carriers. Each LMSR is capable of lifting more than 300,000 square feet of containerized cargo and rolling stock and can travel at up to 24 knots. Each ship is capable of carrying the equipment requirements of an Army air assault or armored battalion of 1,000 soldiers.

LMSRs are ideal for carrying heavy armored vehicles and equipment used by the U.S. military. Each LMSR has a slewing stern ramp and a movable ramp that services two side ports, making it easy to drive vehicles on and off the ship. Cargo can also be loaded onto LMSRs by shipboard cranes. In addition, the ships are capable of off-loading cargo onto floating barges, or lighterage, when operating in ports that have been damaged or do not possess cargo cranes.

LMSRs are Government-owned and crewed by commercial mariners working for companies under contract to MSC.

MSC also owns four Champion-class T-5 tankers that transport refined petroleum products between commercial refineries and DOD storage and distribution facilities worldwide for the Defense Energy Support Center, which procures and manages fuel for all of DOD.

These ships are Government-owned and crewed by commercial mariners working for companies under contract to MSC.

FY 2007 operating budget: $505 million

Contact Information:

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Mr. John Henry	PM5 Technical Director	202-685-6301

For ship characteristics and listings – see Appendix C

Funding

MSC's worldwide operations are funded through two working capital funds. The Navy Working Capital Fund is used by MSC to support Navy fleet commanders and other Department of Defense entities. The Transportation Working Capital Fund is used to support sealift services.

MSC receives no direct funding appropriations from Congress or the Navy; rather, MSC customers transfer funding for their requirements to MSC into the appropriate working capital fund, and MSC draws funds from the fund to pay for command operations. Essentially, MSC is funded only by purchases from its customers.

Unlike private industry that budgets to make a profit, with the Working Capital Fund, the goal is to break even; i.e., charges levied on customers equal MSC's expenses, and no more. MSC has an annual operating budget of approximately $3 billion.

MSC Workforce

MSC has a workforce of more than 9,000 people worldwide, most of whom serve at sea. More than half of MSC's workforce is made up of civil service mariners who are federal employees. The remainder includes commercial mariners, civil service personnel ashore and active-duty and reserve military members. About 500 of the total personnel work at MSC HQ in Washington, DC. About 800 are employed at MSFSC, Norfolk, VA.

All MSC ships, unlike other U.S. Navy ships, are crewed by civilians. Some ships also have small military departments assigned to carry out communication and supply functions, as well as special mission functions appropriate for military personnel. Some ships carry small, temporary military detachments for force protection. Additionally, two ships, USS Mount Whitney and USS Emory S. Land, have hybrid crews that combine uniformed Navy personnel with civil service mariners under the leadership of a U.S. Navy captain.

Civilian Mariner Workforce

Because MSC ships are crewed by civilians, crewing levels and crew organization aboard these vessels reflect the standards found aboard civilian commercial ships rather than U.S. Navy ships. Typically, crews consist of between 20 and 30 crew members divided between licensed and unlicensed personnel.

There are two labor models for crewing aboard MSC ships. On Government-operated vessels, the crew consists of civilian mariners (CIVMARs) who are Government service (GS) personnel employed directly by MSC. CIVMARs

are issued DOD identification cards and receive benefits as other GS employees. Crews on contract-operated vessels are referred to as contract

mariners (CONMARs). These personnel are employed directly by the ship's operating company that is under contract to MSC and, like CIVMARS, are usually represented by one of the Maritime Labor Unions.

MSC vessels differ from Navy vessels as the crew is divided between licensed and unlicensed personnel. Licensed personnel (such as the ship's master and chief engineer) hold a current U.S. Coast Guard-issued license, which is obtained through a combination of sea time and successful completion of a licensing exam. Although the division between licensed and unlicensed personnel aboard MSC may be compared to the officer/enlisted relationship aboard USN ships, a more appropriate analogy is the management/labor relationship in civilian industry.

MSC is the largest employer of U.S. Merchant Mariners in the world, and works with industry and academia to ensure a viable U.S. Merchant Marine workforce.

Type Commander (TYCOM) Responsibilities

The MSC commander is responsible for type commander (TYCOM) functions for ships assigned, including life-cycle management, ship readiness, maintenance and repair and logistics support. He also ensures customer requirements are met, whether through organic or contracted sources, maintaining readiness of program assets, developing strategic plans to meet future needs, formulating program policy and long term plans for resource management, formulating program budgets and allocation of resources.

Unlike Navy ships, commercial vessels are maintained in accordance with standards as set forth by the American Bureau of Shipping (ABS) and the USCG. ABS is the leading classification society that establishes and applies technical standards in relation to the design, construction and survey of marine related facilities including ships and offshore structures. USCG is the agency tasked with enforcement for marine regulations pertaining to safety of life at sea and environmental protection.

MSC maintains its Naval Fleet Auxiliary Force Government-owned vessels based on a 60-month shipboard maintenance cycle which meets all ABS / USCG criteria. Features of this maintenance cycle include:

Quarterly: Voyage Repair (VR)

Every 15 months: Mid-term Availability (MTA)

Every 5 years: Regular Overhaul (ROH) (includes drydocking)

It is critical to the national interest that sealift assets are available to transport cargo during time of war or national crises. While MSC has a fleet of Government-owned ships to meet national needs, these assets cannot handle all of DOD's sealift requirements. As such, additional capacity has been established to ensure adequate sealift resources are available for all contingencies. The layers of capacity (in order of activation) are:

1. Maritime Administration vessels in the Ready Reserve Force
2. MSC Ships – some maintained in Full Operating Status (FOS) and others in a Reduced Operating Status (ROS)
3. Commercial ships enrolled in the Voluntary Intermodal Sealift Agreement (VISA), which includes all ships in the Maritime Security Program (MSP)

MSC may also charter ships as needed.

The U.S. Maritime Administration (MARAD)

The U.S. Maritime Administration is an agency within the U.S. Department of Transportation. Its programs promote the viability of the U.S. merchant marine and the seamless integration of waterborne transportation with other segments of the transportation system. MARAD's programs involve ships and shipping, shipbuilding, port operations, vessel operations, national security, environment and safety. MARAD also maintains the Ready Reserve Force (RRF), a fleet of cargo ships in reserve to provide surge sealift during war and national emergencies (see below), and is responsible for disposing of obsolete ships in that fleet and other non-combatant Government ships.

The Ready Reserve Force (RRF)

MARAD's Government-owned Ready Reserve Force ships supplement the sealift capacity of the MSC surge sealift ships. The RRF consists of roll-on/roll-off ships, lighter-aboard ships, modular cargo delivery system ships, heavy lift ships, Government-owned tankers and crane ships. RRF ships are maintained in 5- or 10-day readiness status, and when activated they are fully crewed and placed under the operational control of MSC in support of U.S. wartime, humanitarian and disaster-relief operations. RRF ships are also used for military exercises. Most of the RRF's roll-on/roll-off ships are maintained in a five-day readiness status. RRF ships are maintained by MARAD at ports around the U.S. East, Gulf and West Coasts in close proximity to potential military loading sites.

Voluntary Intermodal Sealift Agreement (VISA)

The Voluntary Intermodal Sealift Agreement provides the Department of Defense (DOD) with assured access to U.S.-flagged commercial ships, crews, related equipment and intermodal systems, to meet DOD contingency re-

quirements. This concept is modeled after DOD's civil reserve air fleet (CRAF) program. Carriers commit all or specified portions of their fleet to meet time-phased DOD contingency requirements in exchange for a preference to receive DOD contracts for ocean transportation. MARAD is the executive agent for the VISA program. A high percentage of the militarily useful vessels in the U.S.-flagged fleet are committed to the VISA program.

Maritime Security Program (MSP)

The MSP requires that the Secretary of Transportation, in consultation with the Secretary of Defense, establish a fleet of active, commercially viable, militarily useful, privately owned vessels to meet national defense and other security requirements. MSP provides payments of approximately $3 million per ship per year to the 60 ships enrolled in the program. In exchange for that payment, the vessel operating companies must make their ships and commercial transportation resources available, upon request by the Secretary of Defense, during times of war or national emergency. They meet that requirement by enrolling their ships in VISA. (Each ship in MSP is enrolled in VISA, but not every ship in VISA receives an MSP payment). Much of the overall capacity of VISA comes from the 60 MSP ships. MSP ship capacity is 118,000 containers (20-foot equivalent units) and 2.2 million square feet of militarily useful deck space. The VISA and MSP Programs give DOD assured access to these commercial U.S.-flagged ships and the carriers' global transportation networks without having to own and operate these ships. These networks include not only the vessels, but also logistics management services, infrastructure, terminals, facilities and U.S. citizen merchant mariners to crew the ships.

Command Authority/Force Protection

Command and Control: The table below outlines the basic command authority relationships for MSC vessels. The basic command authority definitions are reviewed below.

Combatant command (COCOM) is the authority of a Combatant Commander to organize and employ forces as necessary to accomplish assigned missions.

Operational control (OPCON) is the authority to organize and employ forces, assigning tasks, designating objectives, and giving authoritative direction necessary to accomplish the mission.

Tactical control (TACON) is command authority over assigned forces that is limited to the detailed direction and control of movements within the operational area necessary to accomplish missions assigned.

Administrative control (ADCON) is the exercise of authority over assigned forces with respect to administrative matters such as personnel management, training, supply, maintenance and repair, inspection and other related matters not included in operational missions.

	COCOM	OPCON	TACON	ADCON
PM1 NFAF	Regional Combatant Commander	Numbered Fleet Commander°	CTF X3*	COMSC
PM2 Special Mission	Regional Combatant Commander	Numbered Fleet Commander°	CTF X3*	COMSC
PM3 Prepositioning	Regional Combatant Commander	Numbered Fleet Commander°	CTF X3* delegated to MPSRON	COMSC
PM5 Sealift	USTRANSCOM	COMSC	SEALOG	COMSC
PM5 RRF (when activated)	USTRANSCOM	COMSC	SEALOG	MARAD

° in some theaters OPCON may be delegated to the CTF X3 level
* in some theaters ships are assigned to other CTFs or to CTGs

Force Protection: Numbered Fleet commanders exercise force protection (FP) authority over Navy afloat forces within their region, including ships not otherwise in their chain of command. This means that the primary source for FP guidance for MSC ships (including voyage charters where specified in charter parties) comes from the geographic combatant commander through the numbered Fleet commander tasked with force protection for ships in their area of responsibility (AOR).

MSC ships must routinely enter port and transit narrow straits where the risk of asymmetric attack is potentially higher. Federal law and manning conditions make it difficult to assign crewmembers full-time security duties. However, ships must be responsive to changes in threat levels and trained to cooperate with forces assigned to their protection. Reference (D) provides comprehensive direction on MSC shipboard force protection.

MSC ships have very limited self-defense capability. When the Fleet commander determines the threat exceeds the ship's inherent self-defense, additional protection may be provided. This FP may take the form of combatant escort, airborne surveillance, increased military or civilian patrol boat presence, additional pierside security or embarkation of an armed military security detachment.

Civilian mariners, contract mariners and civilian contract security personnel embarked in MSC ships may not carry arms beyond the lifelines of the ship and cannot perform security or force protection duties off the ship. These civilian personnel may have no legal protection from the exercise of foreign jurisdiction if they engage in such activities off the ship.

Embarked military security detachments operate under the direction of their ship's operational chain of command and under the Chairman, Joint Chiefs of Staff (CJCS) Standing Rules of Engagement. The detachment OIC shall keep the ship's master informed of his FP plan, but the master does not have the authority to direct the OIC to change the plan. The decision to use force against hostile or potentially hostile forces shall rest with members of the military security detachment in accordance with their rules of engagement.

Appendix A: References

A. COMSCINST 3121.9B, Military Sealift Command Standard Operating Manual

B. COMSCINST 5440.8G, Organization of Military Sealift Command Headquarters

C. MSFSCINST 5440.2, Organization of Military Sealift Fleet Support Command

D. COMSCINST 5530.3C, Shipboard Force Protection Program

E. COMSC message 102045Z Jul 06, Standing Rules for the Use of Force (SRUF) by MSC Personnel

F. MSC Homepage: http://www.msc.navy.mil/

G. Maritime Administration Homepage: http://www.marad.dot.gov/

H. Ship information: http://sealink.nmic.navy.smil.mil

I. Ship information: http://www.intelink.sgov.gov/Reference/janes

J. MSC HQ IC3 and Helm: https://199.9.42.197/ic3portal/ic3.jsp

K. USTRANSCOM: https://customer.transcom.smil.mil/

L. Port Information (PACE): http://gisims1.intel.scott.af.smil.mil/GIDE/Infrastructure.aspx

M. MSC (classified): http://www.msc.navy.smil.mil

Note: Most current sources for more information are Refs A. (SOM) and F. (MSC website). Other information available at any MSC office worldwide.

Appendix B: FY 2007 Financial Summary

October-September
($millions)

	Revenue
Navy	
Naval Fleet Auxiliary Force (PM1)	
Combat Logistics Force	$1,202.8
Hospital Ships	$49.0
Sealift Enhancement	$5.8
Total	$1,257.6
Special Mission (PM2)	
Ocean Surveillance Ships	$69.6
Special Mission Ships	$289.2
Harbor Tugs	$69.0
Total	$427.8
Prepositioning (PM3)	
Prepositioning Ships	$572.5
Total	$572.5
Other Reimbursable Funding	$33.5
Total Navy	**$2,291.4**
USTRANSCOM	
Prepositioning (PM3)	
Prepositioning Ships	$235.8
Total	$235.8
Sealift (PM5)	
Tankers	$140.1
Dry Cargo	$159.4
Surge Sealift	$205.7
Total	$505.2
Other (undistributed write-off)	$0.0
Other Reimbursable Funding	-$1.3
Total USTRANSCOM	**$739.7**
Total MSC Business	**$3,031.1**

Naval Fleet Auxiliary Force — PM1

Fast Combat Support Ship

MSC's largest combat logistics ship. Delivers petroleum products, ammunition and food and other cargo to customer ships at sea.

Length 754 ft
Beam 107 ft
Draft 38 ft
Disp 48,500 tons
Speed 25 kts
Civil service 170

Gov owned

USNS SUPPLY (T-AOE 6)
USNS RAINIER (T-AOE 7)
USNS ARCTIC (T-AOE 8)
USNS BRIDGE (T-AOE 10)

177,000 bbls cargo fuel total
(3.86M gal DFM; 1.78M gal JP-5)

2,150 tons ammo

500 tons dry cargo
(incl 522 pallets stores)

250 tons refrigerated stores
(360 pallets frozen; 200 chill)

Naval Fleet Auxiliary Force — PM1

Fleet Replenishment Oiler

Provides underway replenishment of fuel to customer ships at sea.

Length 677 ft
Beam 96 ft
Draft 35 ft
Disp 40,900-41,225 tons
Speed 20 kts
Civil service 74-89
Military 5

Gov owned

USNS HENRY J. KAISER (T-AO 187)
USNS JOHN LENTHALL (T-AO 189)
USNS WALTER S. DIEHL (T-AO 193)
USNS JOHN ERICSSON (T-AO 194)
USNS LEROY GRUMMAN (T-AO 195)
USNS KANAWHA (T-AO 196)
USNS PECOS (T-AO 197)
USNS BIG HORN (T-AO 198)
USNS TIPPECANOE (T-AO 199)
USNS GUADALUPE (T-AO 200)
USNS PATUXENT (T-AO 201)
USNS YUKON (T-AO 202)
USNS LARAMIE (T-AO 203)
USNS RAPPAHANNOCK (T-AO 204)

180,000 bbls cargo fuel total (4.01M gal DFM; 2.67M gal JP-5)

159,000 bbls for double hulled T-AO 201, 203, 204

Limited stores:
32 pallets frozen, 32 chill, 522 dry

Naval Fleet Auxiliary Force — PM1

Ammunition Ship

Provides underway replenishment of all types of ordnance. Frequently assists with transfer of ammunition between weapons storage and maintenance facilities worldwide.

Length 564 ft
Beam 81 ft
Draft 28 ft
Disp 19,940 tons
Speed 20 kts
Civil service 133
Military 4

Gov owned

USNS FLINT (T-AE 32)
USNS SHASTA (T-AE 33)
USNS MOUNT BAKER (T-AE 34)
USNS KISKA (T-AE 35)

Cargo Capacity
6,000 tons ammo

Naval Fleet Auxiliary Force — PM1

Dry Cargo/Ammunition Ship

Delivers supplies to customer ships at sea – ammunition, food, repair parts, stores and small quantities of fuel. Replaces T-AE, T-AFS and T-AOE when operating with T-AO.

Length 689 ft
Beam 106 ft
Draft 30 ft
Disp 41,000 tons
Speed 20 kts
Civil service 124
Military 11

Gov owned

USNS LEWIS AND CLARK (T-AKE 1)
USNS SACAGAWEA (T-AKE 2)
USNS ALAN SHEPARD (T-AKE 3)
USNS RICHARD E. BYRD (T-AKE 4)
USNS ROBERT E. PEARY (T-AKE 5)*
USNS AMELIA EARHART (T-AKE 6)*
USNS CARL BRASHEAR (T-AKE 7)*
USNS WALLY SCHIRRA (T-AKE 8)*

*in production pipeline

5,910 tons dry cargo (includes ammo and stores: 840 pallets frozen; 465 chill; 522 dry)

18,000 bbls cargo fuel (1.18M gal DFM; 304K gal JP-5)

Designed to carry 63% more than AE and AFS classes

Naval Fleet Auxiliary Force — PM1

Combat Stores Ship

Provides underway replenishment of all types of supplies, including fresh, frozen and chilled food, dry provisions, repair parts and mail.

Length 523-581 ft
Beam 72-79 ft
Draft 26-28 ft
Disp 15,900-16,680 tons
Speed 21 kts
Civil service 118-127
Military 24

Gov owned

USNS CONCORD (T-AFS 5)
USNS SAN JOSE (T-AFS 7)
USNS SATURN (T-AFS 10)

Cargo Capacity
3,925 MT dry cargo

Naval Fleet Auxiliary Force — PM1

Rescue and Salvage Ship

Conducts salvage, diving, towing, off-shore firefighting and heavy lift operations.

Length 234 ft
Beam 51 ft
Draft 17 ft
Disp 3,283 tons
Speed 14 kts
Civil service 26
Military 4

Gov owned

USNS SAFEGUARD (T-ARS 50)
USNS GRASP (T-ARS 51)
USNS SALVOR (T-ARS 52)
USNS GRAPPLE (T-ARS 53)

Salvage: 7.5-ton boom fwd; 40-ton boom aft

Diving: Tethered diving to 190 ft or 300 ft with fly-away mixed gas system

Towing: Bollard pull of 120,000 lbs with 3,000 ft drum

Firefighting: Monitors with 1,000 gallons/minute seawater or AFFF

Heavy Lift: Bow and stern rollers for lifts up to 300 tons

Naval Fleet Auxiliary Force — PM1

Fleet Ocean Tug

Provides towing and diving services to the Navy's numbered fleet commanders.

Length 226 ft
Beam 42 ft
Draft 15 ft
Disp 2,260 tons
Speed 15 kts
Civil service 17
Military 4

Gov owned

USNS CATAWBA (T-ATF 168)
USNS NAVAJO (T-ATF 169)
USNS SIOUX (T-ATF 171)
USNS APACHE (T-ATF 172)

Towing: 10-ton crane and a 54-ton bollard; deck grid for bolting down portable equipment

Firefighting: Three fire monitors supply up to 2,200 gallons of foam per minute

Diving: Deep submergence module can be embarked to support naval salvage teams

Naval Fleet Auxiliary Force — PM1

Hospital Ship

Provides emergency, on-site care for U.S. combatant forces deployed in war or other operations. Extensively used for humanitarian engagement missions.

Length 894 ft
Beam 106 ft
Draft 32 ft
Disp 69,360 tons
Speed 17 kts
Civil service up to 68
Military up to 1,214

Gov owned

USNS MERCY (T-AH 19)
USNS COMFORT (T-AH 20)

12 fully equipped operating rooms
1,000-bed hospital facility
Digital radiological services
Medical laboratory
Pharmacy
Optometry lab
CAT-scan
Two oxygen-producing plants

Special Mission — PM2

Command Ship

6th Fleet flagship with advanced C4I suites. Commanded by Naval officer with hybrid military/civil service mariner crew.

Length 636 ft
Beam 108 ft
Draft 24 ft
Disp 19,760 tons
Speed 23 kts
Civil service 146
Military 157 (ship support)
300 (staff)

Gov owned

USS MOUNT WHITNEY (LCC 20)

Navigation, deck, engineering, laundry and galley services provided by MSC civil service mariners. Commanded by a Naval officer.

Special Mission — PM2

Submarine Tender

Provides repair services to submarines. Commanded by Naval officer with hybrid military/civil service mariner crew.

Length 644 ft
Beam 85 ft
Draft 26 ft
Disp 23,000 tons
Speed 20 kts
Civil service 160
Military 292

Gov owned

USS EMORY S. LAND (AS 39)
USS FRANK CABLE (AS 40)*

*transfer scheduled October 2009

Special Mission — PM2

Ocean Surveillance Ship

Conducts Surveillance Towed Array Sensor System (SURTASS) operations.

Length 235 ft
Beam 93 ft
Draft 25 ft
Disp 3,396 tons
Speed 10 kts
Civilian 19
Military 5

Gov owned

USNS VICTORIOUS (T-AGOS 19)
USNS ABLE (T-AGOS 20)
USNS EFFECTIVE (T-AGOS 21)
USNS LOYAL (T-AGOS 22)

Small Water-plane Twin Hull (SWATH) design.

Deployed for 60-day SURTASS missions under OPCON of theater ASW Commanders.

Special Mission — PM2

Ocean Surveillance Ship

Conducts Surveillance Towed Array Sensor System (SURTASS) operations.

USNS IMPECCABLE (T-AGOS 23)

Length 282 ft
Beam 96 ft
Draft 26 ft
Disp 5,370 tons
Speed 12 kts
Civilian 25
Military 20

Gov owned

Larger and faster than the VICTORIOUS class.

SURTASS Low Frequency Active (LFA) is active adjunct to towed array, adding:

- active transmit array and handling system
- power amplification and control systems
- active signal processing
- environmental analysis

Special Mission — PM2

Oceanographic Survey Ship

Supports oceanography programs, including performing acoustical, biological, physical and geophysical surveys.

USNS JOHN MCDONNELL (T-AGS 51)

Length 208 ft
Beam 45 ft
Draft 14 ft
Disp 2,118 tons
Speed 12 kts
Civilian 23

Gov owned

Carries 34-ft survey launches for data collection in coastal regions with depths between 10 and 600 m and in deep water to 4,000 m.

A small diesel is used for propulsion at towing speeds of up to 6 knots.

High-frequency active hull-mounted and side scan sonar.

Special Mission — PM2

Oceanographic Survey Ship

Supports worldwide oceanography programs, including performing acoustical, biological, physical and geophysical surveys.

Length 328 ft
Beam 58 ft
Draft 19 ft
Disp 5,137 tons
Speed 16 kts
Civilian 26
Military 27

Gov owned

USNS PATHFINDER (T-AGS 60)
USNS SUMNER (T-AGS 61)
USNS BOWDITCH (T-AGS 62)
USNS HENSON (T-AGS 63)
USNS BRUCE C. HEEZEN (T-AGS 64)
USNS MARY SEARS (T-AGS 65)

Mission scientists and technicians supplied by the Naval Oceanographic Office (NAVOCEANO).

Three multipurpose cranes and five winches.

Oceanographic equipment includes multi-beam echo-sounders, towed sonars and expendable sensors.

Special Mission — PM2

Navigation Test Support Ship

Assists with submarine weapons and navigation system testing.

Length 457 ft
Beam 69 ft
Draft 15 ft
Disp 13,698 tons
Speed 14 kts
Civilian 32

Gov owned

USNS WATERS (T-AGS 45)

Special Mission — PM2

Missile Range Instrumentation Ship

Monitors missile launches and collects data.

Length 564 ft
Beam 76 ft
Draft 28 ft
Disp 19,355 tons
Speed 20 kts
Civilian 66

Gov owned

USNS OBSERVATION ISLAND (T-AGM 23)

Cobra Judy (AN/SPQ-11) Dual S/X ban multi-target tracker.

X band radar installed in 1985 to complement S-band phased array system.

5-story X-band radar improves data collection on terminal phase of ballistic missile tests.

Special Mission — PM2

Missile Range Instrumentation Ship

Monitors missile launches and collects data.

Length 224 ft
Beam 43 ft
Draft 15 ft
Disp 2,285 tons
Speed 11 kts
Civilian 18
Military 18

Gov owned

USNS INVINCIBLE (T-AGM 24)

Converted T-AGOS class ship, redesignated in April 2000.

Dual Band Cobra Gemini (Three X- and S-band radar systems)

Special Mission — PM2

Cable Laying/Repair Ship

Transports, deploys, retrieves and repairs undersea cables.

Length 513 ft
Beam 73 ft
Draft 26 ft
Disp 14,934 tons
Speed 15 kts
Civil service 54
Military 27

Gov owned

USNS ZEUS (T-ARC 7)

5 cable tanks

Cable transporters

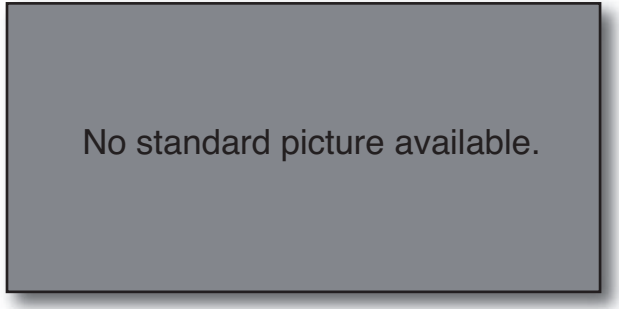
Single and multi-beam sonar

Deployable buoys provide data measurement of the ocean environment

Special Mission — PM2

Submarine and Special Warfare Support

Supports submarine and special warfare requirements.



Length var
Beam var
Draft var
Disp var
Speed var
Civilian var
Military var

Chartered

MV C-COMMANDO (SSV)
MV DOLORES CHOUEST (DSESS)
MV C-CHAMPION
MV HOS GREYSTONE
MV HOS BLUEWATER
MV HOS SILVERSTAR
MV HOS GEMSTONE

PREPOSITIONING — PM3

Large Medium Speed RO/RO (LMSR)

MSC's largest sealift ship. Prepositions Army and Marine Corps stocks and is also available to move common user cargo.

Length 950 ft
Beam 106 ft
Draft 34 ft
Disp 62,644 tons
Speed 24 kts
Civilian 30

Gov owned

USNS WATSON (T-AKR 310)
USNS SISLER (T-AKR 311)*
USNS DAHL (T-AKR 312)
USNS RED CLOUD (T-AKR 313)
USNS CHARLTON (T-AKR 314)
USNS WATKINS (T-AKR 315)
USNS POMEROY (T-AKR 316)
USNS SODERMAN (T-AKR 317)

*in MPS service

PREPOSITIONING — PM3

Marine Corps Container and RO/RO (MPS)

Provides equipment to sustain a Marine Corps Air Ground Task Force for up to 30 days. Discharges cargo in port or at sea using organic lighterage.

Length 755 ft
Beam 90 ft
Draft 32 ft
Disp 44,088 tons
Speed 16 kts
Civilian 25
Military 11 (Flagship only)

Chartered

HAUGE Class
MV CPL LOUIS J. HAUGE JR. (T-AK 3000)
MV PFC JAMES ANDERSON JR. (T-AK 3002)
MV 1ST LT ALEX BONNYMAN (T-AK 3003)

Cargo Capacity
120,080 sq ft vehicle
1.2M gallons petroleum
65,000 gallons water
332 TEU

Helicopter platform supports up to CH-53E

PREPOSITIONING — PM3

Marine Corps Container and RO/RO (MPS)

Provides equipment to sustain a Marine Corps Air Ground Task Force for up to 30 days. Discharges cargo in port or at sea using organic lighterage.

Length 673 ft
Beam 106 ft
Draft 33 ft
Disp 46,111 tons
Speed 18 kts
Civilian 25
Military 11 (Flagship only)

Gov owned/chartered

BOBO Class
USNS 2ND LT JOHN P. BOBO (T-AK 3008)
USNS PFC DEWAYNE T. WILLIAMS (T-AK 3009)
USNS 1ST LT BALDOMERO LOPEZ (T-AK 3010)
USNS 1ST LT JACK LUMMUS (T-AK 3011)
MV SGT WILLIAM R. BUTTON (T-AK 3012)*

*chartered

Cargo Capacity
162,500 sq ft vehicle
1.6M gallons petroleum
81,700 gallons water
522 TEU
Lighterage — 2; LCM — 8

Helicopter platform supports up to CH-53 E

PREPOSITIONING — PM3

Marine Corps Container and RO/RO (MPS)

Provides equipment to sustain a Marine Corps Air Ground Task Force for up to 30 days. Discharges cargo in port or at sea using organic lighterage.

Length 821 ft
Beam 106 ft
Draft 34 ft
Disp 51,612 tons
Speed 20 kts
Civilian 25

Chartered

KOCAK Class
SS SGT MATEJ KOCAK (T-AK 3005)
SS PFC EUGENE A. OBREGON (T-AK 3006)
SS MAJ STEPHEN W. PLESS (T-AK 3007)

Cargo Capacity
152,524 sq ft vehicle
1.5M gallons petroleum
94,780 gallons water
540 TEU
Lighterage — 2; LCM — 8

Helicopter platform only

PREPOSITIONING — PM3

Marine Corps Container and RO/RO (MPS)

Increases the capability and flexibility of each MPSRON by adding a Fleet Hospital and a Roll-On/Roll-Off Discharge Facility which discharges cargo directly to lighterage using the ship's ramp.

Length 754/863 ft
Beam 106/98 ft
Draft 36/35 ft
Disp 51,531/50,570 tons
Speed 17/22 kts
Civilian 25/29

Gov owned

USNS 1ST LT HARRY L. MARTIN (T-AK 3015)
USNS LCPL ROY M. WHEAT (T-AK 3016)

Enhanced capabilities:
- Fleet Hospital
- Navy Mobile Construction Battalion

6 Lighterage Sections Roll-On/Roll-Off Discharge Facility (RRDF capability)

PREPOSITIONING — PM3

Marine Corps Container and RO/RO (MPS)

Combines the Enhanced prepositioning capabilities with modifications to provide a multi-mission vessel to the unified commander.

USNS GYSGT FRED W. STOCKHAM (T-AK 3017)

Length 906 ft
Beam 105 ft
Draft 34 ft
Disp 55,123 tons
Speed 24 kts
Civilian 26

Gov owned

AFSB Modifications:

- Support extended ops for 2 H60 S/F/B/H Helos
- Hangar for two Helos
- JP-5 storage, service and filtering
- Ops center and upgraded C4I suite
- Storage, refueling and deployment of 2-4 RHIBs
- UAV
- Additional berthing (172 personnel)

PREPOSITIONING — PM3

Air Force Container

Provides Air Force with prepositioned ammunition stocks.

MV CAPT STEVEN L. BENNETT (T-AK 4296)
MV MAJ BERNARD F. FISHER (T-AK 4396)

Length 652-686 ft
Beam 87-106 ft
Draft 34 ft
Disp 41,000-52,878 tons
Speed 19 kts
Civilian 24

Chartered

Cargo Capacity
1,800/1,417 TEUs

PREPOSITIONING — PM3

Army Container

Provides 30 days sustainment for an Army Brigade Combat Team.

Length 950 ft
Beam 106 ft
Draft 35 ft
Disp 74,500 tons
Speed 18 kts
Civilian 20

Chartered

MV LTC JOHN U.D. PAGE (T-AK 4543)
MV SSG EDWARD A. CARTER JR. (T-AK 4544)

Cargo Capacity
4,258 TEUs

PREPOSITIONING — PM3

Aviation Logistics Support

Provides Intermediate Maintenance Activity (IMA) to forward deployed Marine Corps fixed- and rotary-wing aircraft.

SS WRIGHT (T-AVB 3)
SS CURTISS (T-AVB 4)

Length 604 ft
Beam 90 ft
Draft 32 ft
Disp 12,409 tons
Speed 19 kts
Civilian 40

Gov owned

Cargo Capacity
648 TEUs or Mobile Maintenance Facilities

Berthing for a Marine Aviation Logistics Squadron
350+

PREPOSITIONING — PM3

Offshore Petroleum Distribution System (OPDS)

MSC's newest OPDS. Delivers fuel from a tanker to depots ashore from up to eight miles off the coast.

MV VADM K.R. WHEELER (T-AG 5001)

Length 349 ft
Beam 70 ft
Draft 27 ft
Speed 16 kts
Disp 10,668 tons
Civilian 26

Chartered

2M gal/day pumping capacity

Tended by FAST TEMPO, who assists with station keeping during pumping operations

PREPOSITIONING — PM3

Modular Cargo

Provides Navy and Marine Corps with prepositioned ammunition stocks and delivers break-bulk cargo to customers equipped with dry cargo replenishment station.

SS CAPE JACOB (T-AK 5029)

Length 687 ft
Beam 100 ft
Draft 31 ft
Disp 52,878 tons
Speed 17 kts
Civilian 38

Gov owned

Cargo Capacity
174 TEUs

PREPOSITIONING — PM3

High Speed Vessel (HSV)

Provides high speed transport for the 3rd Marine Expeditionary Force.

Length 331 ft
Beam 88 ft
Draft 14 ft
Disp 1,464 tons
Speed 33 kts
Civilian 14

Chartered

WESTPAC EXPRESS (HSV 4676)

Cargo Capacity
950 pax
16 vehicles

Bareboat charter

PREPOSITIONING — PM3

High Speed Vessel (HSV)

Provides Commander, Fleet Forces Command a transformational capability supporting the Global War on Terrorism.

SWIFT (HSV 2)

Length 319 ft
Beam 87 ft
Draft 11 ft
Disp 1,173 tons
Speed 42 kts
Civilian 19
Military 20

Chartered

SEALIFT — PM5

Large Medium Speed RO/RO (LMSR)

Preferred dry cargo sealift carrier. Transports containerized cargo and rolling stock between developed ports.

Length 906-954 ft
Beam 106 ft
Draft 34 ft
Disp 59,460-61,680 tons
Speed 24 kts
Civilian 30

Gov owned

USNS SHUGHART (T-AK 295)
USNS GORDON (T-AK 296)
USNS YANO (T-AK 297)
USNS GILLILAND (T-AK 298)
USNS BOB HOPE (T-AK 300)
USNS FISHER (T-AK 301)
USNS SEAY (T-AK 302)
USNS MENDONCA (T-AK 303)
USNS PILILAAU (T-AK 304)
USNS BRITTIN (T-AK 305)
USNS BENAVIDEZ (T-AK 306)

Cargo Capacity
Maintained in ROS-4 status.
Converted SHUGHART and GORDON classes approx 300,000 sq ft
Purpose built BOB HOPE class 380,000 sq ft

Lifts one Army Heavy Brigade

T-AK 295 through 298 specially configured for cold weather operations

SEALIFT — PM5

Common Use Tanker (T-5)

Delivers petroleum products to DOD storage and distribution facilities worldwide.

Length 615 ft
Beam 90 ft
Draft 36 ft
Disp 39,624 tons
Speed 16 kts
Civilian 24

Gov owned

USNS PAUL BUCK (T-AOT 1122)
USNS SAMUEL L. COBB (T-AOT 1123)
USNS RICHARD G. MATTHIESEN (T-AOT 1124)
USNS LAWRENCE H. GIANELLA (T-AOT 1125)

Cargo Capacity
237,766 barrels of oil fuel

Lift requirements developed by Defense Energy Support Center (DESC)

Annual resupply missions to McMurdo National Science Foundation in Antarctica and Thule Air Base in Greenland.

SEALIFT — PM5

Dry Cargo

Ice-strengthened cargo vessel. Delivers to under-developed ports. Primary mission is to deliver supplies to Antarctica and Greenland.

Length 521 ft
Beam 76 ft
Draft 33 ft
Disp 19,236 tons
Speed 16 kts
Civilian 21

Chartered

MV AMERICAN TERN (T-AK 4729)

Cargo Capacity
17,175 tons or 1,033 containers

MV AMERICAN TERN normally participates in Operation Deep Freeze, the annual resupply to McMurdo Station in Antarctica.

SEALIFT — PM5

Dry Cargo

Self-tending allows cargo operations without assistance. Makes regular resupply runs from Singapore to Diego Garcia.

Length 330 ft
Beam 53 ft
Draft 21 ft
Disp 8,299 tons
Speed 13 kts
Civilian 13

Chartered

MV BAFFIN STRAIT (T-AK 9519)

Cargo Capacity
4,599 tons or 384 containers

SEALIFT — PM5

Ready Reserve Force (RRF)

Other ships kept in Reduced Operating Status (ROS), available for activation as required.

Maintained in ROS by Maritime Administration (MARAD) Civilian	8	**Fast Sealift Ships**
	28	**Roll-on/Roll-off Ships**
	6	**Crane Ships**
	2	**Lighterage-aboard ships**
	2	**Offshore Petroleum Discharge Tankers**
Gov owned	2	**Break-bulk Ships**
	2	**Seabee Ships**
	2	**Aviation Logistics Support Ships**
	52	**ships total**

Red, white and blue stack marks

Appendix D: Abbreviations

ABS	American Bureau of Shipping
ACK	Acknowledge to Originator
AFFF	Aqueous Film Forming Foam
AOR	Areas of Responsibility
APF	Afloat Prepositioning Force
ARR	Arrived/Arrive/Arrival
ATA	Actual Time of Arrival
ATD	Actual Time of Departure
AVGAS	Aviation Gasoline
BBC	Bareboat Charter
BBL	Barrel
BDN	Bunker Delivery Note
BIC	Blount Island Command
BPH	Barrels Per Hour
BSC	Brief Stop, Cargo
BSF	Brief Stop, Fuel
BSP	Brief Stop, Personnel
CART	Cargo Afloat Rig Team
CAS	Collision Avoidance System
CASREP	Casualty Report
CIVMAR	Civil Service Mariner
COMSC	Commander, Military Sealift Command
CONSOL	Consolidation (underway replenishment)
COI	Certificate of Inspection
COR	Contracting Officer's Representative
COTP	Captain of the Port
CPA	Closest Point of Approach
CPPM	MSC Communications Policy and Procedures Manual
CSE	Course
CVC	Consecutive Voyage Charter
DEP	Departure
DEPORD	Deployment Order
DESC	Defense Energy Support Center
DFM	Diesel Fuel Marine
DISCH	Discharge
DLA	Defense Logistics Agency
DMR	Disabled Machinery Report
DTS	Defense Transportation System
EAD	Earliest Arrival Date
EDA	Estimated Date of Arrival

Appendix D: Abbreviations

EDD	Estimated Date of Departure
ENR	Enroute
EOB	Estimated on Berth
EPU	Expeditionary Port Unit
ETA	Estimated Time of Arrival
ETC	Estimated Time of Completion
ETD	Estimated Time of Departure
ETR	Estimated Time of Repair
FAS	Fueling-At-Sea
FLO/FLO	Float On/Float Off
FOS	Full Operating Status
FP	Force Protection
FPO	Force Protection Officer
FSS	Fast Sealift Ship
GAA	General Agency Agreement
GB	Government Bunkers
GCCS-M	Global Command and Control System – Maritime-Operator
GCIC	Global Command Information Center
GMDSS	Global Maritime Distress and Safety System
GOCO	Government-owned, contract-operated
GOGO	Government-owned, Government-operated
H/L	Heavy Lift
IMO	International Maritime Organization
INCSEA	Incidents at Sea
JLOTS	Joint Logistics-Over-The-Shore
JOPES	Joint Operational Planning and Execution System
JP-5	Jet Propellant 5 (Aviation Fuel)
KT	Knot
LAD	Latest Arrival Date
LASH	Lighter Aboard Ship
LCM	Landing Craft Mechanized
LI	Liner in (operator loads)
LMSR	Large, Medium Speed Roll-on/Roll-off
LNO	Liaison Officer
LO	Liner out (operator discharges)
LOGREQ	Logistics Requirement
LO/LO	Lift-on/Lift-off
LT	Long Ton
LTD	Limited/Lower Between Decks

MARAD	Maritime Administration
MARPOL	Marine Pollution (refers to the International Convention for the Prevention of Pollution From Ships)
MCDS	Modular Cargo Delivery System
MDA	Maritime Domain Awareness
MEB	Marine Expeditionary Brigade
MEF	Marine Expeditionary Force
MFDS	Modular Fuel Delivery System
MGO	Marine Gas Oil
MILDET	Military Detachment
MOTSU	Military Ocean Terminal Support Unit
MOVREP	Movement Report
MPF	Maritime Prepositioning Force
MPS	Maritime Prepositioning Ship
MPSRON	Maritime Prepositioning Ship Squadron
MRCC	Movement Report Control Center
MS	Motor Ship
MSC	Military Sealift Command
MSCO	Military Sealift Command Office
MSFSC	Military Sealift Fleet Support Command
M/T or MT	Measurement Ton (40 cu ft)/Metric Ton (2204.6 lbs)
MV	Motor Vessel
NAVCHAPGRU	Naval Cargo Handling and Port Group
NDRF	National Defense Reserve Fleet
NFAF	Naval Fleet Auxiliary Force
NLO	Naval Liaison Officer
NLT	No Later Than
NSA	National Shipping Authority
O/B	On Berth
OIC	Officer in Charge
OPDS	Offshore Petroleum Discharge/Distribution System
OTSR	Optimum Track Ship Routing
PIM	Position and Intended Movement
PM	Program Management/Manager
POD	Port of Debarkation
POE	Port of Embarkation
POL	Petroleum, Oils and Lubricants
POSREP	Position Report
PREPO	Prepositioning
PREREP	Pre-arrival Report

Appendix D: Abbreviations

QAR	Quality Assurance Representative
RAS	Restricted Availability Status/Replenishment-At-Sea
RAV	Repair Availability
RDD	Required Delivery Date
RFS	Ready For Sea
ROB	Remaining Onboard
RO/RO	Roll On/Roll Off
ROS	Reduced Operating Status
RPM	Revolutions per minute
RQD	Required
RRF	Ready Reserve Force
SAILORD	Sailing Order
SCC	Shipping Control Coordinator
SDDC	Surface Deployment and Distribution Command
SEALOG	Sealift Logistics Command
SITREP	Situation Report
SS	Steam Ship
SSU	Ship Support Unit
ST	Short Ton (2000 lbs)
TC	Time Charter
TCN	Transportation Control Number
TEU	Twenty-Foot Equivalent Unit
TRANSCOM	U.S. Transportation Command
U.S.TC	U.S. Transportation Command
USTRANSCOM	U.S. Transportation Command
VC	Voyage Charter
VERTREP	Vertical Replenishment (by helo)
VISA	Voluntary Intermodal Sealift Agreement
VOY	Voyage
VSP	Vessel Security Plan
VTA	Voluntary Tanker Agreements
VTS	Vessel Traffic Service
WEAX	Enroute Weather Forecast
WEBSKED	Web Scheduling tool
WTCA	Water Terminal Clearance Authority

MSC at-a-glance

- Approximately 180 ships, both active and in reserve
- Workforce of about 9,000
- $3 billion annual budget
- Worldwide presence in 24 time zones
- Bosses: USFF, USTRANSCOM and ASN (RD&A)

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